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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO

25X1

COUNTRY

East Germany

DATE DISTR 20 January 1955

SUBJECT

**Soviet Central Motor Vehicle Repair Shop at
Oberschoeneweide**

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**PLACE
ACQUIRED**

NO. OF ENCL'S
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DATE OF INFO.

SUPPLEMENT TO
REPORT NO

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THIS IS UNEVALUATED INFORMATION

- 1 In July, August and September 1954, the Soviet central motor vehicle repair shop at Oberschoeneweide near Berlin made the following general overhauls and had the following production of spare parts:

Item Installed or Repaired

Engines, overhauled	400	350	350
Small busses, type Pioneer, mounted on long jeep chassis	20	20	20
Equipment for command cars	10	-	-
Superstructures mounted on large busses	8	8	5
Superstructures mounted on ambulances GAS	-	8	10

Produced

Studebaker motor blocks with heads and quarter bends	600	650	650
Dodge motor blocks with heads and quarter bends	200	150	-
ZIS motor blocks with heads and quarter bends	-	-	100
Lathes	10	15	10
Grinding machines	8	-	-
Drilling machines	15	20	10
Work benches	100	200	100
Milling machines	-	6	10
Brake drums for ZIS vehicles	100	300	200
Brake drums for jeeps	100	200	300
Drive shafts	1,500	500	-

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Drive shafts for Studebaker	-	-	500	
Drive shafts for jeeps	-	-	500	
Pistons for ZIS	-	800	500	
Pistons for Studebaker	500	-	500	
Seats for small busses	150	-	-	25X1
Compressor casings	100	-	-	

These figures nearly fulfill the prescribed quota for the three months, except for the figures indicating the production of drive shafts.

Accessories for these shafts arrive only irregularly [redacted] 25X1
 [redacted] Railroad shipping labels on cars transporting tubes for drive shafts were removed in order to camouflage the origin.

2. In exchange for overhauled motors, the following motors to be overhauled arrived from the plant at Zeesen:
 - In July: 410 motors, including 110 Studebakers, 130 ZIS, 55 Chevrolets, 80 Willys, 30 GAS and 5 Fords.
 - In August: 440 motors, including 140 ZIS, 95 Studebakers, 60 Chevrolets, 100 Willys, 2 GAS and 25 Fords.
 - In September: 350 motors, including 110 ZIS, 90 Studebakers, 70 Chevrolets, 50 Willys and 30 GAS.
3. In late August and mid-September, a total of 13 carloads with pig iron arrived at the plant.
4. During the three months of observation, the following items were dispatched by rail:

To Ketschendorf:

<u>3 July</u>	5 RR cars with ZIS motor blocks
	5 " " " work benches
	3 " " " other spare parts
<u>20 July</u>	3 " " " work benches
	1 RR car with ZIS motor blocks
	2 RR cars with spare parts
<u>2 August</u>	2 " " " ZIS motor blocks
	3 " " " spare parts
<u>5 August</u>	2 " " " brake drums
	1 RR car with drive shafts
<u>9 August</u>	3 RR cars with work benches
<u>4 September</u>	2 " " " work benches and 2 ZIS motors

To Brest-Litovsk; consigned to Tekhnopromimport, Moscow, Moskaya Square 14-37:

<u>29 July</u>	4 RR cars with 400 Studebaker motor blocks
	3 " " " drive shafts
	3 " " " spare parts
	1 RR car with floating axles
<u>13 August</u>	3 RR cars with Studebaker motor blocks
	2 " " " brake drums
	1 RR car with spare parts

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25 August 3 RR cars with Studebaker motor blocks with heads and quarter benis
2 " " " drive shafts

30 August 2 " " " Studebaker motor blocks
2 " " " drive shafts
1 RR car with spare parts

30 September 3 RR cars with Studebaker motor blocks
2 " " " drive shafts
1 RR car with spare parts 1

5. In September, 10 GAS chassis from Zeesen, and 5 GAS chassis from Leipzig arrived in Obersachsenweide to be made into ambulances.

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The ambulances are being built on a GAS chassis with Deigo motors. The assembly of these vehicles began in August. The GAS ambulances have room for six wounded on stretchers or about 15 wounded sitting on benches. About 300 such ambulances will allegedly be built. 2

6. During the second half of September, first experiments were made to have ambulance superstructures mounted on long jeep chassis. About 150 ambulances of this type are to be built. 2

7. On 27 August, a light signal device was fitted to the upper corner of the driver's cabin of a ZIS-151 vehicle. The device had the shape of an equilateral triangle, each side about 20 cm, and rested on one side. The upper angle had a red light, the left angle a green light and the right corner a yellow light which could be switched on and off from the driver's cabin. The triangle was fitted on a 50-cm round iron which could be moved in various directions from the cabin. 2

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1. Comment. The production figures for July August and September again show the importance of this special plant of the Soviet Army.

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2. Comment. The construction of ambulance trucks in the reconstruction program is reported for the first time. Vehicles which have so far been converted at the plant included workshop trucks, radio trucks, command cars for headquarters and small busses for personnel shipments.

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3. Comment. It could not be determined for which purpose this light signal device was installed. Light signals when driving in columns, for instance, can more easily be given with flashlights. It remains to be seen whether the device was only a test model or if it will be produced in series.

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